MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

- "(1) present a record of the actions taken to attempt to achieve compliance; and
- (2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase."

Vessel's Name: Vessel's Flag: Identification Number: (IMO or other)

Voyage Plan

Port of Origin:
Port of Destination:
First U.S. Port of Arrival:

List of all port visits beginning with the Port of Origin and ending at Port of Destination:

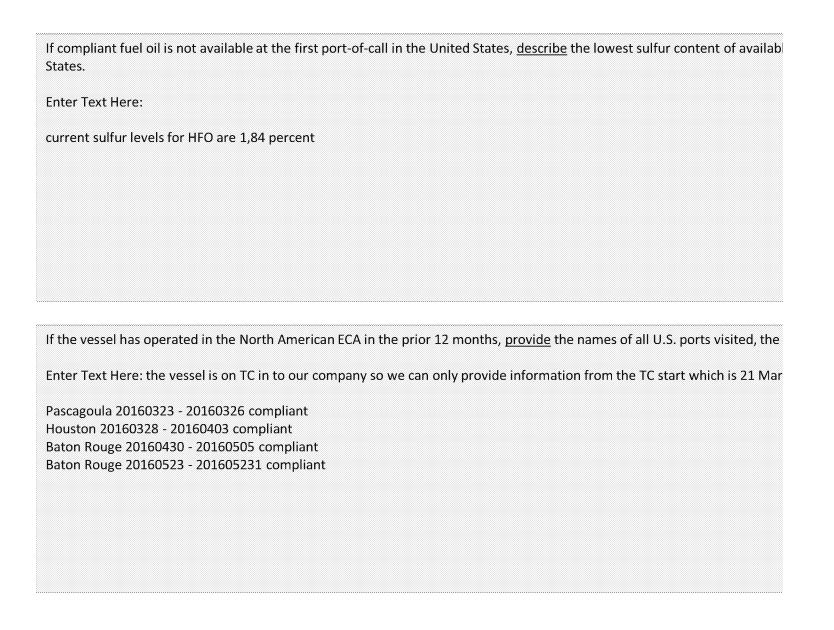
1. Port of Origin:
2nd Port Visit:
3rd Port Visit:
4th Port Visit:
5th Port Visit:
6th Port Visit:
7th Port Visit:
8th Port Visit:
9th Port Visit:

(Insert more as needed)

Date and Time Vessel Received Notice it would transit the NA-ECA: Location of Vessel when notice was received it would transit the NA-ECA: Date and Time vessel is expected to enter the NA-ECA: Date and Time vessel is expected to exit the NA-ECA: Projected number of days the main propulsion engines will be operated in the NA-ECA: Sulfur Content of Fuel Oil used when entering the NA-ECA: **Sulfur Content of Fuel Oil used while operating in the NA-ECA:** A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a c description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on "inte Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non and the dates on which the contact was made. Enter Text Here: We have had sufficient bunkers onboard to get on with our voyage. As the initial plan looked like we would being delayed there is a possibility that vessel will start consume all current stock of gasoil and start consuming HFSO. As or control berthing prospects.

In cases of fuel oil su oil.	pply disruption, <u>the name of the</u>	e port at which the vessel was s	cheduled to receive compliant fuel oil
Enter Text Here: N/A			
			m using available compliant fuel oil, fo
			m using available compliant fuel oil, fo ercially available residual fuel oil blen
are taking, to resolve th			
are taking, to resolve th			
are taking, to resolve th			
are taking, to resolve th			
are taking, to resolve th			
are taking, to resolve th			
are taking, to resolve th			

If applicable, identify and describer are taking, to resolve these oper					
Enter Text Here:N/A					
Describe the availability of comp	liant fuel oil at	the first port-of-cal	Lin the United State	and your plans to ob	tain that fuel o
Enter Text Here: We stemmed for					
the outer anchorage, why we ste					ans, nowever



If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the preand provide details on the dates and ports previously visited while using non-compliant fuel oil.
Enter Text Here: To best of owners knowledge non has been done.
<u>Provide</u> all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship own
authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.
Enter Text Here:
Captain P S Sandhu, Stena Weco - operators (Stena Bulk and Weco), Libyan Medium Range Limited (owners).
Lars Malmbratt, General Manager Bunker, Stena Bulk, Tel: +46 31 85 50 80 Mobile: +46 704 85 50 80.

Fuel Oil Non-Availability Report

North American Emmissions Control Area	(NA-ECA)
--	----------

Maetiga Libya 9386861

(Note: This plan should reflect what is in effect at the time of the vessel's entry into the North American ECA)

Houston Santos

Houston

Houston Santos

Aratau TBC

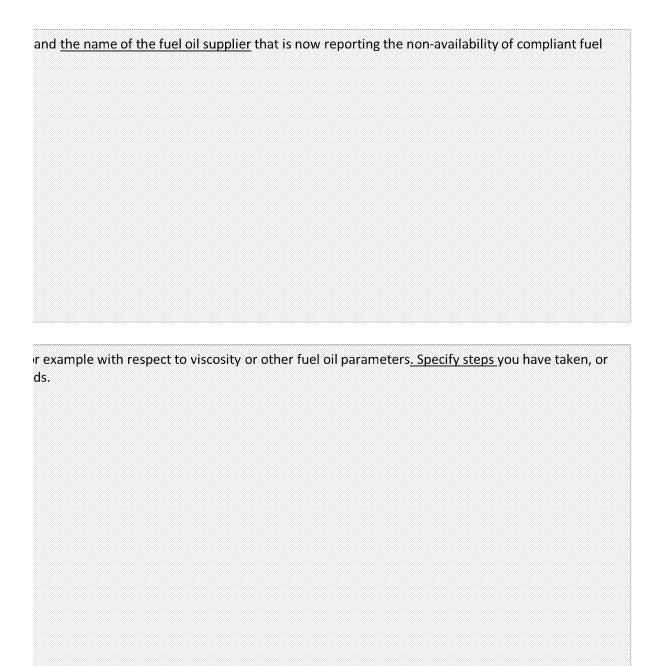
RMG380 3.5%: RMG380 3.5%: <u>description</u> of all attempts that were made to locate alternative sources of compliant fuel oil, and <u>a</u> ended voyage;" fuel oil supply disruptions at port; etc. -availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted d have started loading tomorrow the 22 of june 2106 and sailed the day after, now as the berthing is f this matter we file this wavier. vsl have a stem and is conirmed for delivery at berth. We cannot

15 June 2016

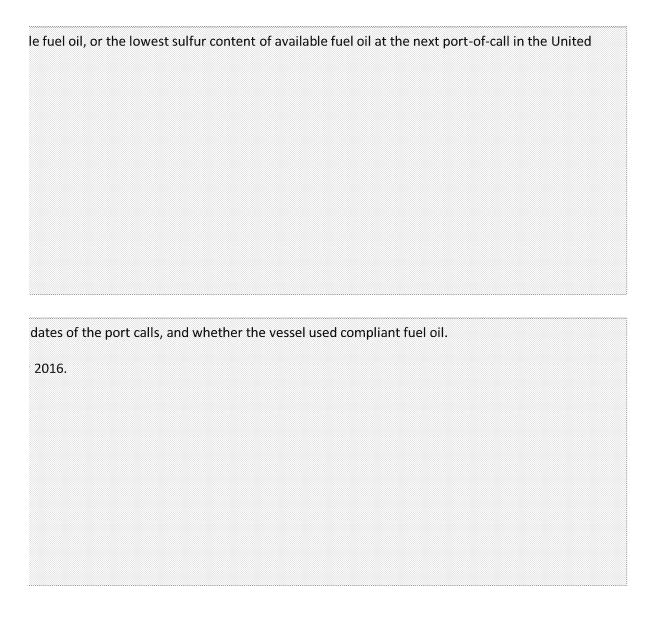
19 June 2016 24 June 2016

Georgetown Cayman Islands

2



bunker desk	managed to set us up) with bunkers. Ther	e are currently no bur	ikers available at



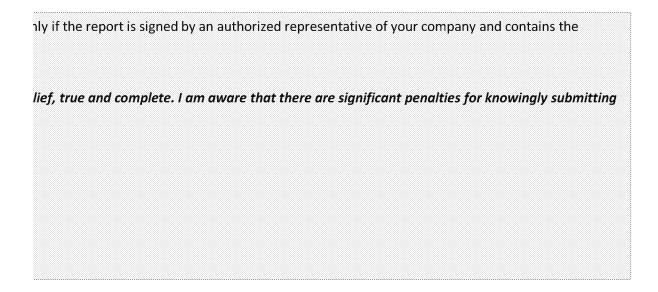


The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable or following affirmation:
"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and befalse statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."
Signed:
Oscar Wieslander
Authorized Company Representative

This completed and signed report should be sent to:

1. In the United States by email to:

2. To the vessel's Flag State Administrator



marine-eca@epa.gov